Claims:

1. A composite multilayer material, in particular for plain bearings or bushings, having a backing layer, a bearing metal layer (3) of a copper alloy or an aluminum alloy, a nickel intermediate layer (2) and an overlay (1), **wherein** the overlay (1) consists of approx. 0 - 20 wt.% copper and/or silver, the rest being tin, and the layer thickness of the nickel layer amounts to more than 4 µm.

2. The composite multilayer material as claimed in claim 1, **wherein** the overlay (1) comprises at least approx. 0.5 - 20 wt.% copper and/or silver.

3. The composite multilayer material as claimed in claim 1 or claim 2, **wherein** the overlay (1) consists of approx. 2 - 8 wt.% copper and/or silver, the rest being tin.

4. The composite multilayer material as claimed in any one of claims 1 to 3, **wherein** the layer thickness of the overlay (1) amounts to approx. 5 - 25 µm.

5. The composite multilayer material as claimed in any one of claims 1 to 4, **wherein** the layer thickness of the overlay (1) amounts to approx. 6 - 14 µm.

6. The composite multilayer material as claimed in any one of claims 1 to 5, **wherein** the layer thickness of the nickel layer (2) amounts to approx. 4 - 6 µm.

7. The composite multilayer material as claimed in any one of claims 1 to 6, **wherein** the bearing metal layer (3) consists of a copper-aluminum, copper-tin, copper-tin-lead, copper-zinc, copper-zinc-silicon, copper-zinc-aluminum, aluminum-zinc or copper-aluminum-iron alloy.

8. The composite multilayer material as claimed in any one of claims 1 to 7, which has undergone an aging process and comprises an interdiffusion layer (4) of substantially tin and nickel between the nickel intermediate layer (2) and the overlay (1').

9. Use of the composite multilayer material as claimed in claims 1 to 8 as a crankshaft main bearing.

10. Use of the composite multilayer material as claimed in claims 1 to 8 as a connecting rod bearing, in particular in the large connecting rod eye.